

Message Text

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FM SECSTATE WASHDC
TO AMEMBASSY TOKYO

UNCLAS STATE 130377

E.O. 11652: N/A

TAGS: ETRD, JA

SUBJECT:VISIT OF MOT OFFICIALS TO AUTO LABS

REFS: (A) STATE 123990, (B) TOKYO 7785

1. FOLLOWING IS PROPOSED SCHEDULE FOR VISITS TO
INDEPENDENT LABS. THIS SCHEDULE AND THAT CONTAINED
REFTEL A ARE ILLUSTRATIVE ONLY, AND DATES/ORDER OF
VISITS CAN EASILY BE CHANGED TO SUIT MOT PREFERENCE:

FRIDAY, JUNE 17: AFTERNOON VISIT TO ETHYL CORP. EMISSIONS
LAB IN FERNDALE, MICH.

MONDAY, JUNE 20: MORNING THROUGH LUNCH, BENDIX CORP.
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AUTOMOTIVE PROVING GROUND, SOUTH BEND, INDIANA.

TUESDAY, JUNE 21: MORNING THROUGH LUNCH, TRANSPORTATION
RESEARCH CENTER OF OHIO, EAST LIBERTY, OHIO (40 MI. N. OF
COLUMBUS).

WEDNESDAY, JUNE 22: RETURN TO TOKYO OR CONSULTATIONS

IN WASHINGTON, AT DISCRETION OF MOT. (VISIT TO WASHINGTON
COULD ALSO PRECEED TOUR OF LABS, IF MOT PREFERS.)

2. EMBASSY MAY WISH TO DRAW ON THE FOLLOWING TO
EXPLAIN THE RELATIONSHIP BETWEEN USG AND COMPANY LABS:

THE U.S. HAS TWO TESTING SYSTEMS -- ONE FOR SAFETY,
THE OTHER FOR EMISSIONS. THE SAFETY SYSTEM IS THE
RESPONSIBILITY OF THE NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION, WHICH IS A PART OF DOT. THE EMISSIONS
SYSTEM IS THE RESPONSIBILITY OF THE ENVIRONMENTAL
PROTECTION AGENCY.

IN THE CASE OF U.S. MOTOR VEHICLE SAFETY STANDARDS,
NEITHER GOVERNMENT APPROVAL NOR THE SUBMISSION OF
DOCUMENTARY EVIDENCE TO THE GOVERNMENT IS REQUIRED IN
ORDER FOR A MANUFACTURER TO PRODUCE AND SELL VEHICLES.
AT THE TIME THE VEHICLE IS MANUFACTURED, THE MANUFACTURER
IS REQUIRED TO BUILD THAT VEHICLE IN CONFORMITY WITH THE
STANDARDS IN FORCE ON THAT DATE AND TO AFFIX A PERMANENT
LABEL TO THE VEHICLE STATING THAT THE MANUFACTURER
CERTIFIES COMPLIANCE WITH ALL APPLICABLE FEDERAL SAFETY
STANDARDS. OF NECESSITY, MANUFACTURERS CONDUCT TESTS
AND MAINTAIN RESULTS OF THESE SO AS TO SATISFY THEMSELVES
(AND THE GOVERNMENT SHOULD THAT BECOME NECESSARY) THAT
VEHICLES HAVE BEEN DESIGNED TO COMPLY WITH THE APPLICABLE
STANDARDS. THE MANUFACTURER ASSUMES RESPONSIBILITY FOR
ASSURING COMPLIANCE WITH GOVERNMENT STANDARDS. THIS APPLIES
TO BOTH DOMESTICALLY PRODUCED AND IMPORTED VEHICLES.
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ONCE A STANDARD BECOMES EFFECTIVE AND VEHICLES
ARE IN PRODUCTION, THE NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION (NHTSA) OF THE DEPARTMENT OF TRANSPORTATION
MONITORS THE MOTOR VEHICLE INDUSTRY THROUGH ITS OWN
SAMPLE TEST PROGRAM. EACH YEAR THE NHTSA DEVELOPS A
PROGRAM IN WHICH IT SELECTS AND PURCHASES A NUMBER OF
VEHICLES AND COMPONENTS AND CONDUCTS VERIFICATION TESTS
ON THEM. FAILURE OF A MODEL TO PASS NHTSA VERIFICATION
TESTS CAN RESULT IN FINES BEING LEVIED AGAINST A MANUFACT-
URER AND/OR IN A RECALL IN WHICH CARS ARE BROUGHT UP TO
STANDARD AT COMPANY EXPENSE.

THE U.S. APPROVAL PROCESS WITH REGARD TO VEHICLE
EMISSIONS IS A TYPE-APPROVAL SYSTEM. THAT IS, A
MODEL MUST BE CERTIFIED BY EPA AS MEETING EMISSIONS
STANDARDS BEFORE IT CAN BE SOLD. ALTHOUGH THE
ENVIRONMENTAL PROTECTION AGENCY (EPA) OF THE U.S.
GOVERNMENT HAS FACILITIES WHERE IT CONDUCTS COMPLIANCE

TESTING ON SOME VEHICLES, A SUBSTANTIAL PORTION OF SUCH TESTING MUST OCCUR AT FACILITIES OPERATED BY THE VARIOUS MANUFACTURERS. THE EPA HAS APPROVED THE MANUFACTURER'S TEST EQUIPMENT AND OPERATIONS AND UTILIZES DATA COLLECTED FROM TESTS CONDUCTED THEREIN. UPON SUCCESSFUL COMPLETION OF THE TEST REQUIREMENTS AND ACCEPTANCE OF THE MANUFACTURER'S DATA BY EPA, A CERTIFICATE OF CONFORMITY IS ISSUED BY EPA AND THE VEHICLES ARE ALLOWED TO BE SOLD. THE AUTHORITY GRANTED TO THE EPA DOES NOT PERMIT THE AGENCY TO CONDUCT TESTS OR CERTIFY RESULTS FOR REGULATIONS OUTSIDE OF ITS JURISDICTION; I.E., IT IS UNABLE TO CERTIFY TESTING TO JAPANESE PROCEDURES AND REQUIREMENTS. VANCE

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Disposition History: n/a
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